



# LOUISVILLE JOURNAL.

Published every day except on Sundays and public holidays.  
OFFICE: HENDERSON & CO.,  
PUBLISHERS.  
Subscription prices in advance.  
Per Annum, \$5.00; Six Months, \$3.00; Three Months, \$1.50.  
Single Copies, 10 Cents.  
Entered as Second-Class Matter, July 16, 1879, at Post Office at Louisville, Ky., under No. 100,000, authorized for mailing at special rate of postage provided for in Act of October 3, 1917, approved October 3, 1917, authorized for mailing at special rate of postage provided for in Act of October 3, 1917, approved October 3, 1917.

## LOUISVILLE.

### OPPOSITION STATE TICKET.

FOR GOVERNOR.  
**JOSHUA F. BELL,** of Boyle Co.  
LIEUTENANT-GOVERNOR.  
**ALFRED ALLEN,** of Henderson Co.  
ATTORNEY-GENERAL.  
**JAMES HARRIS,** of Franklin Co.  
TREASURER.  
**THOMAS S. PAGE,** of Franklin Co.  
REGISTER OF LAND OFFICE.  
**JOHN B. HERNDON,** of Mason Co.  
SUPERINTENDENT OF EDUCATION.  
**WM. F. EVANS,** of Barren Co.  
PRESIDENT BOARD OF IMPROVEMENT.  
**D. R. HARRIS,** of Cumberland Co.  
FOR CONGRESS.  
**ROBERT MALLORY,** of Oldham Co.

SATURDAY, JUNE 25, 1890.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

Interposition and Non-Interposition.—There seems to be some confusion as to the meaning of these terms. It is necessary to define them in order to avoid confusion. The term "interposition" is used in the sense of a declaration of independence. The term "non-interposition" is used in the sense of a declaration of submission.

# LOUISVILLE DENTAL DEPT.

Family Drug and Prescription Store.  
H. W. BARNES, Proprietor.  
Removal.  
To the Ladies.  
To the Ladies.  
To the Ladies.

## REAPING, MOVING, THRESHING MACHINES.

WE ARE NOW PREPARED TO FURNISH FOR THE HARVESTING OF GRAIN THE MOST IMPROVED REAPING, MOVING, AND THRESHING MACHINES.  
WATERBURY, HAYDEN, AND CO.,  
CINCINNATI, OHIO.

## PETER & BUCHANAN.

Madame La Rosa.  
The Fair, Fanciful, and Romantic.  
The Fair, Fanciful, and Romantic.

## LET THE LIGHT SHINE.

THE LIGHT SHINE.  
THE LIGHT SHINE.  
THE LIGHT SHINE.

## THE DOCTRINES OF SWEDENBURY.

THE DOCTRINES OF SWEDENBURY.  
THE DOCTRINES OF SWEDENBURY.  
THE DOCTRINES OF SWEDENBURY.

## REWARD OFFERED.

REWARD OFFERED.  
REWARD OFFERED.  
REWARD OFFERED.

## NEW DRUG STORE.

NEW DRUG STORE.  
NEW DRUG STORE.  
NEW DRUG STORE.

## TAXES! TAXES! TAXES!

TAXES! TAXES! TAXES!  
TAXES! TAXES! TAXES!  
TAXES! TAXES! TAXES!

## ICE! ICE!

ICE! ICE!  
ICE! ICE!  
ICE! ICE!

## NOTICE.

NOTICE.  
NOTICE.  
NOTICE.

## OHIO WHITE SULPHUR SPRINGS.

OHIO WHITE SULPHUR SPRINGS.  
OHIO WHITE SULPHUR SPRINGS.  
OHIO WHITE SULPHUR SPRINGS.

## OVER 500 VISITORS.

OVER 500 VISITORS.  
OVER 500 VISITORS.  
OVER 500 VISITORS.

## DESIRABLE FARM & STOCK FOR SALE.

DESIRABLE FARM & STOCK FOR SALE.  
DESIRABLE FARM & STOCK FOR SALE.  
DESIRABLE FARM & STOCK FOR SALE.

# REMOVAL.

REMOVAL.  
REMOVAL.  
REMOVAL.

## TO THE LADIES.

TO THE LADIES.  
TO THE LADIES.  
TO THE LADIES.

## LOUISVILLE GYMNASIUM.

LOUISVILLE GYMNASIUM.  
LOUISVILLE GYMNASIUM.  
LOUISVILLE GYMNASIUM.

## THE MOST RELIABLE NOTE.

THE MOST RELIABLE NOTE.  
THE MOST RELIABLE NOTE.  
THE MOST RELIABLE NOTE.

## SIX DAILY LINES OF STAGES!

SIX DAILY LINES OF STAGES!  
SIX DAILY LINES OF STAGES!  
SIX DAILY LINES OF STAGES!

## HYDE PARK HOTEL.

HYDE PARK HOTEL.  
HYDE PARK HOTEL.  
HYDE PARK HOTEL.

## WHITE ZINC.

WHITE ZINC.  
WHITE ZINC.  
WHITE ZINC.

## GOOCH & NOBLE.

GOOCH & NOBLE.  
GOOCH & NOBLE.  
GOOCH & NOBLE.

## CONGRESS HALL.

CONGRESS HALL.  
CONGRESS HALL.  
CONGRESS HALL.

## JEFFERSON SAW MILL.

JEFFERSON SAW MILL.  
JEFFERSON SAW MILL.  
JEFFERSON SAW MILL.

## COMPENSATING SASH BALANCE!

COMPENSATING SASH BALANCE!  
COMPENSATING SASH BALANCE!  
COMPENSATING SASH BALANCE!

## FOREST ACADEMY.

FOREST ACADEMY.  
FOREST ACADEMY.  
FOREST ACADEMY.

## TO INVALIDS.

# WALLACE, LITGOW, & CO.,

Proprietors of the  
EAGLE FOUNDRY,  
LOUISVILLE, KY.  
MAUFACTURERS OF STOVES, GRATES, COOKING RANGES, MARBLIZED IRON MANTELS, &c., AND IMPORTERS AND DEALERS IN TIN PLATE, BLACK TIN, SHEET IRON, SHEET ZINC, SPUETTER, &c.

## WALLACE, LITGOW, & CO.,

No. 536,  
NORTHWEST CORNER OF THIRD AND MAIN STREETS.  
FOR SALE OR RENT.  
WANTED.

## RAILROAD LANDS.

RAILROAD LANDS.  
RAILROAD LANDS.  
RAILROAD LANDS.

## PRIME COST.

PRIME COST.  
PRIME COST.  
PRIME COST.

## CASH.

CASH.  
CASH.  
CASH.

## DURKEE, HEATH, & CO.,

DURKEE, HEATH, & CO.,  
DURKEE, HEATH, & CO.,  
DURKEE, HEATH, & CO.

## WHEELER & WILSON'S.

WHEELER & WILSON'S.  
WHEELER & WILSON'S.  
WHEELER & WILSON'S.

## SEWING MACHINES!

SEWING MACHINES!  
SEWING MACHINES!  
SEWING MACHINES!

## LA PERLE.

LA PERLE.  
LA PERLE.  
LA PERLE.

## CHAMPAGNE WINES.

CHAMPAGNE WINES.  
CHAMPAGNE WINES.  
CHAMPAGNE WINES.

## BOERHAVE'S HOLLAND BITTERS.

BOERHAVE'S HOLLAND BITTERS.  
BOERHAVE'S HOLLAND BITTERS.  
BOERHAVE'S HOLLAND BITTERS.

## CHILDREN'S BUGGIES.

CHILDREN'S BUGGIES.  
CHILDREN'S BUGGIES.  
CHILDREN'S BUGGIES.

## AT COST!

# WALLACE, LITGOW, & CO.,

Proprietors of the  
EAGLE FOUNDRY,  
LOUISVILLE, KY.  
MAUFACTURERS OF STOVES, GRATES, COOKING RANGES, MARBLIZED IRON MANTELS, &c., AND IMPORTERS AND DEALERS IN TIN PLATE, BLACK TIN, SHEET IRON, SHEET ZINC, SPUETTER, &c.

## WALLACE, LITGOW, & CO.,

No. 536,  
NORTHWEST CORNER OF THIRD AND MAIN STREETS.  
FOR SALE OR RENT.  
WANTED.

## RAILROAD LANDS.

RAILROAD LANDS.  
RAILROAD LANDS.  
RAILROAD LANDS.

## PRIME COST.

PRIME COST.  
PRIME COST.  
PRIME COST.

## CASH.

CASH.  
CASH.  
CASH.

## DURKEE, HEATH, & CO.,

DURKEE, HEATH, & CO.,  
DURKEE, HEATH, & CO.,  
DURKEE, HEATH, & CO.

## WHEELER & WILSON'S.

WHEELER & WILSON'S.  
WHEELER & WILSON'S.  
WHEELER & WILSON'S.

## SEWING MACHINES!

SEWING MACHINES!  
SEWING MACHINES!  
SEWING MACHINES!

## LA PERLE.

LA PERLE.  
LA PERLE.  
LA PERLE.

## CHAMPAGNE WINES.

CHAMPAGNE WINES.  
CHAMPAGNE WINES.  
CHAMPAGNE WINES.

## BOERHAVE'S HOLLAND BITTERS.

BOERHAVE'S HOLLAND BITTERS.  
BOERHAVE'S HOLLAND BITTERS.  
BOERHAVE'S HOLLAND BITTERS.

## CHILDREN'S BUGGIES.

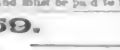
CHILDREN'S BUGGIES.  
CHILDREN'S BUGGIES.  
CHILDREN'S BUGGIES.

## AT COST!



## - ALL ROADS

[illegible]

1859. 1859.  
 THE PENNSYLVANIA CENTRAL  
  
 RAILROAD.  
 The capacity of this Road is now equal to  
 any in the Country.  
 THREE THROUGH  
 Passenger Trains  
 BETWEEN PITTSBURGH AND PHILADELPHIA

[illegible]

**REACT LINE BETWEEN THE EAST AND THE GREAT NORTHWEST.**  
This is the only direct line of communication between the East and the Northwest, affording an easy and direct route for the shipment of goods and passengers of the Great Northwest. The line is operated by the Great Northwest Steamship Company, which has a fleet of ships of the following tonnage: 1,000, 1,500, 2,000, 2,500, 3,000, 3,500, 4,000, 4,500, 5,000, 5,500, 6,000, 6,500, 7,000, 7,500, 8,000, 8,500, 9,000, 9,500, 10,000, 10,500, 11,000, 11,500, 12,000, 12,500, 13,000, 13,500, 14,000, 14,500, 15,000, 15,500, 16,000, 16,500, 17,000, 17,500, 18,000, 18,500, 19,000, 19,500, 20,000, 20,500, 21,000, 21,500, 22,000, 22,500, 23,000, 23,500, 24,000, 24,500, 25,000, 25,500, 26,000, 26,500, 27,000, 27,500, 28,000, 28,500, 29,000, 29,500, 30,000, 30,500, 31,000, 31,500, 32,000, 32,500, 33,000, 33,500, 34,000, 34,500, 35,000, 35,500, 36,000, 36,500, 37,000, 37,500, 38,000, 38,500, 39,000, 39,500, 40,000, 40,500, 41,000, 41,500, 42,000, 42,500, 43,000, 43,500, 44,000, 44,500, 45,000, 45,500, 46,000, 46,500, 47,000, 47,500, 48,000, 48,500, 49,000, 49,500, 50,000, 50,500, 51,000, 51,500, 52,000, 52,500, 53,000, 53,500, 54,000, 54,500, 55,000, 55,500, 56,000, 56,500, 57,000, 57,500, 58,000, 58,500, 59,000, 59,500, 60,000, 60,500, 61,000, 61,500, 62,000, 62,500, 63,000, 63,500, 64,000, 64,500, 65,000, 65,500, 66,000, 66,500, 67,000, 67,500, 68,000, 68,500, 69,000, 69,500, 70,000, 70,500, 71,000, 71,500, 72,000, 72,500, 73,000, 73,500, 74,000, 74,500, 75,000, 75,500, 76,000, 76,500, 77,000, 77,500, 78,000, 78,500, 79,000, 79,500, 80,000, 80,500, 81,000, 81,500, 82,000, 82,500, 83,000, 83,500, 84,000, 84,500, 85,000, 85,500, 86,000, 86,500, 87,000, 87,500, 88,000, 88,500, 89,000, 89,500, 90,000, 90,500, 91,000, 91,500, 92,000, 92,500, 93,000, 93,500, 94,000, 94,500, 95,000, 95,500, 96,000, 96,500, 97,000, 97,500, 98,000, 98,500, 99,000, 99,500, 100,000, 100,500, 101,000, 101,500, 102,000, 102,500, 103,000, 103,500, 104,000, 104,500, 105,000, 105,500, 106,000, 106,500, 107,000, 107,500, 108,000, 108,500, 109,000, 109,500, 110,000, 110,500, 111,000, 111,500, 112,000, 112,500, 113,000, 113,500, 114,000, 114,500, 115,000, 115,500, 116,000, 116,500, 117,000, 117,500, 118,000, 118,500, 119,000, 119,500, 120,000, 120,500, 121,000, 121,500, 122,000, 122,500, 123,000, 123,500, 124,000, 124,500, 125,000, 125,500, 126,000, 126,500, 127,000, 127,500, 128,000, 128,500, 129,000, 129,500, 130,000, 130,500, 131,000, 131,500, 132,000, 132,500, 133,000, 133,500, 134,000, 134,500, 135,000, 135,500, 136,000, 136,500, 137,000, 137,500, 138,000, 138,500, 139,000, 139,500, 140,000, 140,500, 141,000, 141,500, 142,000, 142,500, 143,000, 143,500, 144,000, 144,500, 145,000, 145,500, 146,000, 146,500, 147,000, 147,500, 148,000, 148,500, 149,000, 149,500, 150,000, 150,500, 151,000, 151,500, 152,000, 152,500, 153,000, 153,500, 154,000, 154,500, 155,000, 155,500, 156,000, 156,500, 157,000, 157,500, 158,000, 158,500, 159,000, 159,500, 160,000, 160,500, 161,000, 161,500, 162,000, 162,500, 163,000, 163,500, 164,000, 164,500, 165,000, 165,500, 166,000, 166,500, 167,000, 167,500, 168,000, 168,500, 169,000, 169,500, 170,000, 170,500, 171,000, 171,500, 172,000, 172,500, 173,000, 173,500, 174,000, 174,500, 175,000, 175,500, 176,000, 176,500, 177,000, 177,500, 178,000, 178,500, 179,000, 179,500, 180,000, 180,500, 181,000, 181,500, 182,000, 182,500, 183,000, 183,500, 184,000, 184,500, 185,000, 185,500, 186,000, 186,500, 187,000, 187,500, 188,000, 188,500, 189,000, 189,500, 190,000, 190,500, 191,000, 191,500, 192,000, 192,500, 193,000, 193,500, 194,000, 194,500, 195,000, 195,500, 196,000, 196,500, 197,000, 197,500, 198,000, 198,500, 199,000, 199,500, 200,000, 200,500, 201,000, 201,500, 202,000, 202,500, 203,000, 203,500, 204,000, 204,500, 205,000, 205,500, 206,000, 206,500, 207,000, 207,500, 208,000, 208,500, 209,000, 209,500, 210,000, 210,500, 211,000, 211,500, 212,000, 212,500, 213,000, 213,500, 214,000, 214,500, 215,000, 215,500, 216,000, 216,500, 217,000, 217,500, 218,000, 218,500, 219,000, 219,500, 220,000, 220,500, 221,000, 221,500, 222,000, 222,500, 223,000, 223,500, 224,000, 224,500, 225,000, 225,500, 226,000, 226,500, 227,000, 227,500, 228,000, 228,500, 229,000, 229,500, 230,000, 230,500, 231,000, 231,500, 232,000, 232,500, 233,000, 233,500, 234,000, 234,500, 235,000, 235,500, 236

[illegible]

and trains leave Wheeling daily, at 8:05 P. M., and  
 the connections are made by the three  
**FOR ALL THE EASTERN CITIES.**  
 The Baltimore and Ohio Railroad, the  
 carriers by this route are Union Railroad, Philadel-  
 phia and Potomac Railroad, and the Washington  
 and Annapolis by other routes.  
 The Baltimore and Ohio Eastern Division is secured  
 by the Washington and Annapolis, and the  
 Washington and Annapolis is secured by the  
 Washington and Annapolis.  
 Inquiry for Tickets via BALTIMORE AND OHIO  
 RAILROAD, call on  
 E. F. FULLER, General Western Agents, 201  
 Broadway, New York City.  
 P. SMITH, Master of Transportation, 201  
 Broadway, New York City.  
 Baltimore and Frankfort  
 and Lexington and Frankfort  
 and Lexington and Frankfort  
**RAILROADS.**  
 On and after Monday, June 18th, 1878, trains will  
 leave Louisville daily (Sundays excepted) as follows:  
 For Lexington, via Frankfort, at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:30 P. M., at 11:30 P. M., at 1:30 A. M.,  
 at 4:30 A. M., at 7:30 A. M., at 10:30 A. M.,  
 at 2:30 P. M., at 5:30 P. M., at 8:30 P. M.,  
 at 11:30 P. M., at 1:30 A. M., at 4:30 A. M.,  
 at 7:30 A. M., at 10:30 A. M., at 2:30 P. M.,  
 at 5:30 P. M., at 8:30 P. M., at 11:30 P. M.,  
 at 1:30 A. M., at 4:30 A. M., at 7:30 A. M.,  
 at 10:30 A. M., at 2:30 P. M., at 5:30 P. M.,  
 at 8:3

[illegible][illegible]

**ALL POINTS IN THE WEST**  
AS LOW AS BY ANY OTHER ROUTE.  
From the West we rely upon this as being  
the shortest and most economical route to  
**CHICAGO, BALTIMORE, NEW YORK, AND**

THOS. MOORE, Agent,  
Pawnee Live, Feed & Slaughter, Pa.  
NS.—100 boxes prime Lemons received by John  
and for sale by  
V. D. GAETANO & CO., Main st.  
D. MERRILL—35 boxes Dried Cherries, 25 lbs  
A. BORK,  
Confederate, Fremont, de.,  
No. 30 Third street.